

§ 97.34-10 Use.

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions. They shall be used under the supervision and control of designated ship's officers. When carried, such vests shall not be accepted in lieu of any portion of the required number of approved life preservers and shall not be substituted for the approved life preservers required to be worn during drills and emergencies.

§ 97.34-15 Shipboard stowage.

(a) The approved buoyant work vests shall be stowed separately from the regular stowage of approved life preservers.

(b) The locations for the stowage of work vests shall be such as not to be easily confused with that for approved life preservers.

§ 97.34-20 Shipboard inspections.

(a) Each work vest shall be subject to examination by a marine inspector to determine its serviceability. If found to be satisfactory, it may be continued in service, but shall not be stamped by a marine inspector with a Coast Guard stamp. If a work vest is found not to be in a serviceable condition, then such work vest shall be removed from the vessel. If a work vest is beyond repair, it shall be destroyed or mutilated in the presence of a marine inspector so as to prevent its continued use as a work vest.

§ 97.34-25 Additional requirements for hybrid work vests.

(a) In addition to the other requirements in this subpart, commercial hybrid PFD's must be—

(1) Used, stowed, and maintained in accordance with the procedures set out in the manual required for these devices by § 160.077-29 of this chapter and any limitation(s) marked on them; and

(2) Of the same or similar design and have the same method of operation as each other hybrid PFD carried on board.

[CGD 78-174A, 51 FR 4350, Feb. 4, 1986]

Subpart 97.35—Logbook Entries**§ 97.35-1 Application.**

(a) Except as specifically noted, the provisions of this subpart shall apply to all vessels other than motorboats and barges. Motorboats on an international or intercoastal voyage may be required to carry a logbook in accordance with § 97.35-10.

§ 97.35-3 Logbooks and records.

(a) The master or person in charge of a vessel that is required by 46 U.S.C. 11301 to have an official logbook shall maintain the logbook on form CG-706. When the voyage is completed, the master or person in charge shall file the logbook with the Officer in Charge, Marine Inspection.

(b) The master or person in charge of a vessel that is not required by 46 U.S.C. 11301 to have an official logbook, shall maintain, on board, an unofficial logbook or record in any form desired for the purposes of making entries therein as required by law or regulations in this subchapter. Such logs or records are not filed with the Officer in Charge, Marine Inspection, but must be kept available for review by a marine inspector for a period of 1 year after the date to which the records refer. Separate records of tests and inspections of fire fighting equipment must be maintained with the vessel's logs for the period of validity of the vessel's certificate of inspection.

[CGD 95-027, 61 FR 26007, May 23, 1996]

§ 97.35-5 Actions required to be logged.

The actions and observations noted in this section shall be entered in the official log book. This section contains no requirements which are not made in other portions of this subchapter, the items being merely grouped together for convenience.

(a) Onboard training, musters, and drills; held in accordance with subchapter W (Lifesaving appliances and Arrangements) of this chapter.

(b) Steering Gear, Whistle, and Means of Communication. Prior to departure. See § 97.15-3.

(c) Drafts and Load Line Markings. Prior to leaving port, ocean, coastwise,

and Great Lakes services only. See § 97.15-5.

(d) Verification of vessel compliance with applicable stability requirements. After loading and prior to departure and at all other times necessary to assure the safety of the vessel. See § 97.15-7.

(e) Loading doors. Where applicable, every closing and any opening when not docked. See § 97.15-17.

(f) Hatches and other openings. All openings and closings, or leaving port without closing. Except vessels on protected waters. See § 97.15-20.

(g) Emergency Lighting and Power Systems. Weekly and semi-annually. See § 97.15-30.

(h) Fuel oil data: Upon receipt of fuel oil on board. See § 97.15-55.

(i) Cargo gear inspections: At least once a month. See § 91.37-70 of this subchapter.

(j) Inflatable hopper gate seals. Where installed to comply with subpart G of part 172 of this chapter after each carriage of cargo. See § 97.15-75.

[CGFR 65-50, 30 FR 17011, Dec. 30, 1965, as amended by CGD 80-159, 51 FR 33059, Sept. 18, 1986; CGD 89-037, 57 FR 41823, Sept. 11, 1992; CGD 84-069, 61 FR 25289, May 20, 1996]

Subpart 97.36—Display of Plans

§ 97.36-1 When required.

(a) Barges with sleeping accommodations for more than six persons and all self-propelled vessels shall have permanently exhibited for the guidance of the officer in charge of the vessel, general arrangement plans showing for each deck the various fire-retardant bulkheads together with particulars of the fire detecting, manual alarm and fire extinguishing systems, fire doors, means of ingress to the different compartments, and the ventilating systems including the positions of the dampers, the location of the remote means of stopping the fans, and the identification of the fans serving each section. If cargo compartments are "specially suitable for vehicles," they shall be so indicated on the plan.

[CGFR 66-33, 31 FR 15286, Dec. 6, 1966]

Subpart 97.37—Markings for Fire and Emergency Equipment, Etc.

§ 97.37-1 Application.

(a) The provisions of this subpart, with the exception of § 97.37-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 97.37-90.

§ 97.37-3 General.

(a) It is the intent of this subpart to provide such markings as are necessary for the guidance of the person on board in case of an emergency. In any specific case, and particularly on small vessels, where it can be shown to the satisfaction of the Officer in Charge, Marine Inspection, that the prescribed markings are unnecessary for the guidance of the persons on board in case of emergency, such markings may be modified or omitted.

(b) In addition to English, all state-room notices, directional signs, etc., shall be printed in languages appropriate to the service of the vessel or other action be taken to achieve the same purpose.

(c) Where in this subpart red letters are specified, letters of a contrasting color on a red background will be accepted.

§ 97.37-5 General alarm bell contact maker.

Each general alarm contact maker must be marked in accordance with requirements in subchapter J (Electrical Engineering Regulations) of this chapter.

[CGD 74-125A, 47 FR 15232, Apr. 8, 1982]

§ 97.37-7 General alarm bells.

(a) All general alarm bells shall be identified by red lettering at least ½ inch high:

"GENERAL ALARM—WHEN BELL RINGS GO TO YOUR STATION."

§ 97.37-9 Carbon dioxide alarm.

(a) All carbon dioxide alarms shall be conspicuously identified: